

The Sydney Morning Herald.

TERMS OF SUBSCRIPTION.
Sydney, £3 per annum; Country, £1 10s. 10d. or discount for payment in advance.

VOL. XXII.

THURSDAY, SEPTEMBER 16, 1847.

No. 3221. CASH TERMS FOR ADVERTISEMENTS
{For one inch and under 5s., and 1s. for every additional inch, for each insertion.

PARRAMATTA STEAMERS.

The proprietors of the Parramatta steamers respectfully inform the public that being required so soon as was expected, the alteration in the hours of starting the steamers, announced in their advertisement of the 2nd September, is postponed, and that until further notice the boats will continue to play as hitherto.

FROM PARRAMATTA.
8 and 11 A.M. 9 and 12 A.M.
4 P.M. 4 P.M.
Kellie's Wharf, September 8. 3988

FOR LIGHT FREIGHT AND STEERAGE PASSENGERS.

THE first-class barque TORY, 512 tons register, John Young, commander. There is one poop cabin disengaged. For freight or passage apply to Captain Young; or to

JOSEPH S. WILLIS,
3965 Church-hill.

FOR LONDON DIRECT.

THE first-class ship AGINCOURT, Captain H. Neatby, expected in all this month, and will commence loading, on her inward cargo being discharged. This ship has splendid accommodation for passengers, and is intended as a regular trader.

SMITH AND CAMPBELL,
3985 Agents.

FOR LONDON DIRECT.

THE first-class ship SARAH SCOTT, Captain Butler, having a considerable portion of her dead weight engaged, will have immediate despatch. For freight or passage apply to Captain B.; or to

SMITH AND CAMPBELL,
Campbell's Wharf, September 13. 4240

FOR LONDON.

THE fine fast-sailing ship PESONKEE ROMANEE, 450 tons, will sail for the above port on FRIDAY, the 17th instant. For freight or passage apply to the Captain, on board, at Stillwell's Wharf; or,

JOHN STILWELL,
Coasting Packet Agent. September 16. 4453

FOR MELBOURNE DIRECT.

THE FINE BRIG DIANA, 120 tons, Captain Lawrence, having all her dead weight engaged, will sail on Saturday, the 17th instant.

For freight or passage, having superior accommodation, apply on board, at the Flour Wharf, or to

SAMUEL H. SMYTH,
Port Phillip Office, 4251 567, George-street.

FOR MELBOURNE PORT PHILIP.

THE fine fast-sailing coppered and coppered Schooner ELIZABETH JANE, Thomas Steerker, master, has room for a few tons of light goods and passengers only, will sail positively on Sunday morning. Apply to

T. C. THOMAS AND CO.,
Commercial Wharf.

FOR HOBART TOWN.

THE fine new packet-brig EMMA, 170 tons, R. F. Pockley, commander.

This vessel is expected in a few days, and will have immediate despatch. Beds and bedding of the most superior description, with every article you can demand, to the comfort of your family, are on board. There is a separate cabin, complete with every comfort and convenience.

For freight or passage, early application is necessary to

JOHN MACNAMARA,
Hobart Town Packet Office, 4406 Queen-street.

FOR LAUNCESTON DIRECT.

THE PACKET BRIG CITY OF SYDNEY, Lewis Grant, master, is now ready to receive cargo for the above port, and will sail on Saturday.

For freight or passage apply on board, at the Sydney Flax Wharf, to

LEWIS GRANT.

FOR LAUNCESTON DIRECT.

THE BRIGANTINE MUNFORD, 170 tons, will sail for the above port, in a few days.

For freight or passage apply on board, at the Circular Wharf. 9943 JOHN HAYLE.

FOR AUCKLAND DIRECT.

THE CLIPPER PHANTOM, Captain Fox, will sail on Saturday next.

Apply on board, at Keille's Wharf; or, to

SHEPPARD AND ALGER, Packet Office, 470, George-street.

Saturday, September 11. 4126

FOR AUCKLAND DIRECT.

THE COQUETTE, Captain Elliott, has room for two cabin passengers.

Apply to

R. T. FORD,
8, Bridge-street.

All entries must be passed immediately, and bills of lading sent in. 4424

FOR PORT NICHOLSON DIRECT.

THE Chartered Barque AVON, Captain Silver, 262 tons. For freight or passage, apply on the Wharf.

R. TOWNS. September 15. 4425

FOR PORT NICHOLSON.

(ADDISON, SHOULD SUFFICIENT IN- DUCMENT OFFER.)

THE BRIGANTINE STAR OF CHINA, 112 tons register, Henry Morris, master, is now laid on to the above port. For freight or passage, apply on board, at the Commercial Wharf; or to

JOHN GIBBLETT,
Commercial Wharf, King-street.

FOR HONGKONG DIRECT.

TO CALL IN A FEW DAYS.

THE B. & B. CO. ESSEX, 181, 329 tons, Henry Morris, commander.

For freight or passage apply to the Captain, on board, or, to

WILLIAM C. BOTT'S, Wharf, Darling Harbour, September 14. 4290

FOR HONGKONG DIRECT.

THE first-class barque BLAIR, Captain Mordy, burthen 333 tons, will sail punctually on Saturday next, 18th instant.

For freight or passage apply on board, at Campbell's Wharf; or to

LYALL, SCOTT, AND CO.

Sept. 16. 4400

Mr. DEANE begs to announce to his friends and the public in general, that he will have the honour, under the above distinguished patronage, of giving a series of Vocal and Instrumental Music at Sydney, on Wednesday evening, the 20th of September 1847, at which time he will be assisted by all available talent.

He respectfully solicits the patronage of the public generally.

Particulars will appear in the programme.

Sept. 16. 4401

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Particulars will appear in the programme.

Sept. 16. 4415

Mr. DEANE begs to announce to his

SHIPPING INTELLIGENCE.

DEPARTURES.

September 15.—Crown brig, 292 tons, Captain Williams, for Adelais. Passengers—Mr. Mrs. Clark and child.

September 15.—Terror, schooner, 95 tons, Captain Dunning, for Auckland and Russell.

September 15.—Vanguard, schooner, 61 tons, Captain Cunningham, for the South Sea Islands.

CLEARANCE.

September 15.—Elizabeth Davis, schooner, 22 tons, Captain Cape, for the Bay of Islands.

PROJECTED DEPARTURES.

TUESDAY—Lightning, for Guam; Peri, for Melbourne; Marmon, for Hongkong; Elizabeth Davis, for the Bay of Islands.

COASTERS INWARDS.

September 15.—Rock, 172, Patisson, from Mauritius with 354 bushels grain, 84 bags bran, 8 sacks tailow, 24 bags flour, 205 bags bran, 24 hides, 40 boxes candles, 69 pigs, and 40 bags pumpkins; Marmad, 10, Harter, from Jerington, with 5 tons potatoes, 1300 feet timber; Bride, 19, Shakeshaft, from the Hawkesbury, with 10,000 feet wood, 12,000 shingles, and 20 bushels wheat.

COASTERS OUTWARDS.

September 15.—Rose, steamer, 172, Patterson, for Moreton, with sundries; Mermaid, 10, Barter, for Shell Harbour, with sundries; Waterwitch, 37, Barnet, for the McLeay River, with sundries; Bride, 19, Shakeshaft, from the Hawkesbury, with sundries.

EXPORTS.

September 15.—Elizabeth Davis, schooner, 33 tons, Captain Cape, for the Bay of Islands; 23 cases 500 lbs bags dried lime, 400 bags 5 casks bottled beer, 250 bags sugar, 17 bags coffee, 5 chests, 8 half-chests, and 3 three-quarter chests tea, 3 cases and 1 hale woolsens, 1 package tea, George Thornton.

The Enterprise, Wright, from Port Phillip, arrived at Liverpool on the 15th May. The ship Minerva, 322 tons, Maitland, entered on the 1st June, bound for New Zealand on the 29th May, having been chartered by the Government to take out pensioners. The Hooghly, from Port Phillip to London, was spoken on the 31st March by the Johnstone, arrived at Falmouth, in lat. 52 degrees S., long. 56 degrees W. Captain Macfarlane, who commanded the whaling brig Eleanor, of this port, at the time she was wrecked, has succeeded Captain Castlereagh.

The schooner Catherine, for Launceston, has been for some days detained for the arrival of a coaster from Newcastle with coals, and as soon as she obtains which she will proceed to sea.

The schooner Castlereagh has taken the place of the Isabella Anna on the Packet Slip, to have her bottom examined. The steamer Tamar is gone to New Zealand.

The brig Lightning was at anchor in Watson's Bay yesterday evening at sunset. The Harpooner has hauled alongside Moore's Wharf to re-load for London.

The Eleanor Lancaster is discharging at Town's Wharf, and the Penyand Park at Campbell's.

DIARY.

MEMORANDA FOR THIS DAY.

September.	SUN	HIGH WATER
16 / THURSDAY	10 8 5 52	0 14 12 39
Moon: 1st qu., 25, past 5, A.M., Sept. 18.		

ROYAL VICTORIA THIRTEEN.

THIS EVENING, SEPTEMBER 16.

Will be presented, the romantic Drama, in three Acts, entitled THE WOOD DEMON; on ONE O'CLOCK, Hardwicke, Mr. Arabin; Willink, Mr. Griffiths; Owby, Mr. Spencer; Roft, Mr. J. Howson; Leylyn, Madame Torming; Clonard, Mrs. Gibbs; Una, Mrs. Gurney; Pamela, Mrs. Ximenes; Ada, with the Burlesque OPERA LA DONA NAMBULA ACCORDING TO ACT OF PARLIAMENT; on, THE LOVE TRIALS OF A ROOF-SCRABBLER, Rodolpho, Mr. Griffiths; Swellino, Madame Torming; Miss Mary Anne Browne, Mr. J. Howson; Lizz, Mrs. Ximenes; Therese, Mrs. Gibbs; To conclude with the laughable STARS OF HIGH LIFE, BELOW STAIRS. Lovell, Mr. St. John; Mr. R. D. L. Dyer; Mr. Griffiths; Sir Harry, Mr. Arabin; Mrs. Katty, Mrs. Gurney; Lady Bab, Mrs. Gibbs; Lady Charlotte, Madame Torming.

TO COUNTRY AGENTS. — The agent for the Sydney Morning Herald are requested to furnish their quarterly statement of accounts no later than the 21st instant.

THE Sydney Morning Herald.

THURSDAY, SEPTEMBER 16, 1847.

Sworn to in Master, of no Sec am I.

LEGISLATIVE COUNCIL.

TUESDAY.

(Concluded from this day's Supplement.)

and still now in a season when labour was so much wanted, they were going to turn away the offer made of these men. But he would show that these men, these irreclaimable villains, were worth something better even than this. That they had become good men and good citizens. He asserted that it was at this class that the best institutions of the colony derived their origin. There was the Bank of New South Wales, the Sydney College, the Dispensary, and the Benevolent Asylum, the best institutions in the country, all called into being by these men. Thirty years ago they used to meet together, and formed their benevolent design to provide an asylum for the relief of age and infirmity. They did it here, and in a persevering and successful manner.

They would have boldly stood in defence to other parties had they come forward as they ought to have done, but they had not done so. They wished to see a chance of a better education being given to their children than had been hitherto afforded, and to the best of their abilities, they provided it by founding the best schools in the colony.

As other parties joined these institutions, these parties had a great deal more success, and management, leaving it in other, and perhaps in better hands. The first and best explorers of the colony too were the emancipists—according to the testimony of Messrs. Hovey, and Hume, and Sir Thomas Mitchell. He came now to a very important part of his argument, the character of the honorable member. It was reported that the transportation would damage the reputation of the colony, and be injurious to future immigration. He should be able to refute the assertion by a few facts. In 1823, a large body of the most respectable immigrants to the colony arrived in it. There was not at that time a shadow of a chance of transportation being discontinued, yet that did not deter them from coming.

From those who afterwards a full year to the policy of the local authorities of the day, but when Sir Richard Bourke arrived, immigration was again renewed.

He thought these facts were enough to prove that immigration had not been interfered with by transportation, but that in fact immigration was induced hitherto by it. It was not the fear of the demoralizing tendency of this system, which was to be the cause of its success.

The families of the colonists were brought up almost by convict nurses, and they had now as respectable a body of colonists as any in the colony. The largest amount of immigration that ever took place, did take place when they had the largest number of convicts.

The colonists then had money to employ such immigrants; but when transportation was discontinued, they could not, at the time of the question of the colonists, but because money was wanting to employ additional labour. When convict labour ceased the stream of immigration ceased to flow, and many even of those who had arrived here went away. There was another point alluded to which it was

necessary should be made clear, which was, that the credit and character of the colony was maintained by this system. Now, the real fact was, that the credit of the colony was never so high as when they had the largest number of assigned convicts. The character and the credit of the colony had not been damaged by the convicts, they had been damaged by the immigrants themselves. (Oh! oh! and hear me.) He repeated it, the colony had been ruined by the immigrants. (Ironical cheers.) It was time the mask was taken off, and already it was well known in England that it was not transportation that had caused the ruin of the colony; that it was the want of transport that had affected it at all, or by the class that had been raised in the colony, and more especially to the list of fraudulent defaulters, and they would find hardly the name of one of the class of emancipists, but they would find in that list the names of immigrants who stood most high for their respectability, and for their religious and moral pretensions. (Ironical cheers.) It was time the mask was taken off, and already it was well known in England that it was not transportation that had caused the ruin of the colony; that it was the want of transport that had affected it at all, or by the class that had been raised in the colony. No, it was by the immigrant class; people, who for the most part, on their arrival here were of a most age, whose opinions of good and evil, and right and wrong, ought to have been strong enough to sustain the colony.

It was further alleged that property was not secure from the presence of convicts. He denied this statement also, and in the absence of positive facts, must appeal to general ones. But he knew of no country in the world where property was so safe, where people slept with their doors and windows open in perfect confidence and security, and that too, in a country with the most numerous mechanics, and it had not existed. He had cited the numerous sequestrations which had taken place, and the conviction of the犯人, showing that there was less moral evil in England than in any other. But such was the fact, and many causes might be assigned for it.

He asserted that the colonists had been deprived of all, or nearly all, their property, and it was certain that those who were most affected would fall first. But he would repeat, most of the sequestrations, and all the wholesale depredations on the Banks, were the acts of immigrants exclusively, and not of convicts. Their position exposed them to losses and temptations which others did not experience, and he was far from wishing to cast an oblique ray on them. He thought he had sufficiently shown that the transportation had affected the character of the colony, and if further proof were required, he would ask who were the advocates for the resumption of the system?

Some of the wealthiest and most respectable classes of society, to whom the system was a curse, had been the chief advocates for it. He asserted that the system was a curse, and he believed it to be a curse to every class, and that the most numerous mechanics, and the most respectable members of society, were the chief advocates for it.

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SALES BY AUCTION.

HORSES.

BY AUCTION.
M. R. STEWART will sell by auction, at his Stables, York-street,
ON SATURDAY,
A VARIOUS LOT OF HORSES.
ALSO,
A DRY, DRY Horse, and Harness. 4403

THURSDAY, 16TH SEPTEMBER.
TO SHOPEPERS, WATCH-MAKERS, JEWELLERS, PERFUMERS, COUNTRY STORE-KEEPERS, AND OTHERS.
M. R. SAMUEL LYONS will sell by auction, at his Mart,
THIS DAY, 16TH SEPTEMBER,
At 11 o'clock.

10 CLOSE ACCOUNTS, WITHOUT RESERVE, An invoice of Watchmakers' Materials, consisting of mairsprings, spring-tongs, callipers, pliers, pincers, hair springs, watch hands, &c.
An Assortment of Jewellery, consisting of fine gold rings, lockets, pencil cases, brooches, watch hooks, pins, studs, chains, &c.
Two cases fancy regatta shirts
One trunk fancy doe trousers
One trunk black cloth trousers and fancy doe polka coats
Sixty pair fishing trousers
One pale chamois leather
One case ladies' and gent's dressing cases, with boxes, &c.
One case superior tooth, hair, cloth, and other brushes
One case essences, oils, Preston salts, rose water, &c.
AND JUST LANDED, EX STERLING, An invoice of very superior stair, passage, and hall cloth, newest pattern.
Terms at sale. 4238

THURSDAY, 16TH SEPTEMBER.
TO WOOLLENDRAPERS, TAILORS, SHOKEPERS, AND OTHERS.
M. R. SAMUEL LYONS will sell by auction, at his Mart.
THIS DAY, 16TH SEPTEMBER,
At eleven o'clock.

The following Goods, just landed, ex Ganges—
110—1 Case, containing 4 pieces black superfine cloths
4 Pieces blue ditto
111—1 Case, containing 8 pieces drab superfine cloths
115—1 Case, containing 200 men's Barnsley Sailing coats
100 Drab white prints ditto ditto
18 Large, large fancy F. B. re-gatta shirts
Terms at sale. 4321

TUESDAY, 18TH SEPTEMBER.
FURTHER NOTICE.
TO GROCERS, DRUGGISTS, SHOP-KEEPERS, AND OTHERS.
M. R. SAMUEL LYONS will sell by auction, at his Mart.
THIS DAY, 18TH SEPTEMBER,
At eleven o'clock.

The following Goods, just landed, ex Ganges—
100 TINS RED HERRINGS
5 tins anchovy pickled herrings, in large bottles
1 Case white jean jackets, coloured striped waiters' jackets, boys' blouses, waistcoats, trousers, shirts, coats, &c.
1 Case nursery diapers.
Terms at sale. 4330

THIS DAY, 16TH SEPTEMBER.
MARTELL'S BRANDY.
M. R. SAMUEL LYONS will sell by auction, at his Mart.
THIS DAY, 16TH SEPTEMBER,
At 11 o'clock.

Two hogheads Martell's Brandy.
Terms at sale. 4412

TUESDAY, 21ST SEPTEMBER.
HANDSOME SQUARE PIANOFORTE, VIOLINCELLO, MAGNIFICENT PARIS TIMPIECE, &c., &c.
M. R. SAMUEL LYONS will sell by auction, at his Mart.
ON TUESDAY, 21ST SEPTEMBER,
At 11 o'clock.

A splendid-toned square Pianoforte, by Ellard and Sons
An excellent toned Violincello, with case
A very handsome Paris Timpiece, with glass
Two lots of Medallions, twelve beautiful Cameos, handsome Writing Desk, &c.
Terms at sale. 4413

TUESDAY, 21ST SEPTEMBER.
COOPERS AND OTHERS.
M. R. SAMUEL LYONS will sell by auction, at his Mart.
ON TUESDAY, 21ST SEPTEMBER,
At eleven o'clock,
BY PREVARD PARK,
6000 New Orleans claret hoghead staves.
EX ELEANOR LANCASTER,
2420 New Orleans claret hoghead staves.
Terms at sale. 4414

TUESDAY, 11TH NOVEMBER.
VALUABLE CITY AND COUNTRY PROPERTIES.
BY ORDER OF THE MORTGAGORS.
M. R. SAMUEL LYONS has received all instructions to sell by auction, at his Mart, on

THURSDAY, 11TH NOVEMBER,
At eleven o'clock,
THE FOLLOWING VALUABLE AND COUNTRY PROPERTIES:

Lot 1—An allotment in Bridge street, city of Sydney, formerly belonging to J. T. Hughes, with 36 feet frontage to Bridge-street.

Lot 2—One allotment, No. 8 of section 43, of the city of Sydney, at the corner of Phillip and Hunter streets, with the houses and shops thereto erected.

Lot 3—510 acres, county Bathurst, parish of Cadogan, on the Macquarie River.

Lot 4—1101 acres, county Bathurst, parish of Malmesbury, on the Macquarie River, adjoining Mr. Kite's property.

Lot 5—646 acres, county Bathurst, parish of Colville, adjoining Mr. Corse's property.

Lot 6—85 acres, on George's River, near Durying, adjoining R. Stark and Robert Scott's 640 acres.

Lot 7—50 acres, county Northumberland, parish of Newcastle, on the sea coast, to the south of Mitchell's 950 acres.

Lot 8—805 acres, adjoining the village reserve at Kiama.

Lot 9—1080 acres, on the Shoalhaven River, nearly opposite Mr. Kirby's farm.

Lot 10—640 acres, at Bumbra, adjoining Mr. Wicks' 4000 acres.

Lot 11—1250 acres, in the county of St. Vincent, near St. George's Basin, on the Tallewarras River.

Lot 12—1072 acres, near the shore, on the Wandiwandian Creek.

Lot 13—684 acres, on Basal Creek and St. George's Basin.

Lot 14—974 acres, Cow Creek and St. George's Basin.

Lot 15—640 acres, between Marshall's and Flanagan's grants.

Lot 16—610 acres, adjoining the above.

Lot 17—1170 acres, on the sea coast, between the village reserve at Kiama and the Tomagan River.

Lot 18—923 acres, county Goolongong, on the Rocky Ridge Creek.

Lot 19—1190 acres, adjoining the above.

Lot 20—1200 acres, on Pigeon's River, adjoining Mr. Gough's 1232 acres.

Lot 21—1004 acres, county of Grant, parish of Thuringipah, in the neighbourhood of Goolong.

Lot 22—640 acres near the above.

Lot 23—610 acres ditto.

Pl. 100 view at the Mart.

Terms of payment:—

25 per cent cash deposit on the fall of the hammer, and the residue at 12 months, with interest at 6 per cent, from day of sale, and security on the property if required.

4411

TUESDAY, 21ST SEPTEMBER.
TO SHIPPERS TO THE ISLANDS, COUNTRY STOREKEEPERS, DEALERS, AND OTHERS.
M. R. SAMUEL LYONS will sell by auction, at his Mart.

ON TUESDAY, 21ST SEPTEMBER,
At 11 o'clock,

Cask split and ball tumblers

Ditto split and flute tumblers

Ditto bath tumblers

Ditto hollow flute ditto

Ditto soda water tumblers

Ditto Venetian creams and caddies

Ditto small cream ditto

Ditto suddy salts

Ditto ribbed ales, pickles, &c.

Ditto ascered chinneys

Ditto 10-inch shades

Ditto jugs cut wines, &c.

Casks, containing a superior assortment of lamps, with patent cotton, &c.

AN. 200 Croft frames, three, four, five, and six holes.

Terms at sale. 4415

THURSDAY, 16TH SEPTEMBER.
COGNAC BRANDY.
M. R. SAMUEL LYONS will sell by auction, at his Mart.

THIS DAY, 16TH SEPTEMBER,
At eleven o'clock,

Ten hogsheads Cognac Brandy.

Terms at sale. 4293

THURSDAY, 11TH NOVEMBER.
NAPOLEON COTTAGE.

BRISBANE-STREET, SOUTH HEAD ROAD.

M. R. SAMUEL LYONS has received instructions to sell by auction at his Mart, on

THURSDAY, 11TH NOVEMBER,
At 11 o'clock,

All that cottage and premises on the South Head Road, in Littlemore-terrace, known as NAPOLEON COTTAGE.

And also the two cottages adjoining, formerly belonging to Mr. Michael Gannon.

Plans on view at the Mart.

Terms.—25 per cent cash deposit, and the residue at 12 months, with interest at 6 per cent per annum from day of sale, and security on the property if required.

4410

PARASOLS, GINGHAM, DAMASK MOREENS, NAVY BLUES, PRINCES, &c.

ON ACCOUNT OF WHOM IT MAY CONCERN.

Damaged by sea water.

M. R. SAMUEL LYONS will sell by auction, at his Mart.

ON WEDNESDAY, 22ND SEPTEMBER,
AT ELEVEN O'CLOCK,
THE FOLLOWING CITY AND COUNTRY PROPERTIES,

TOGETHER WITH
CITY PROPERTIES.

LOT 52.—An allotment in Argyle-street, with house thereon, known formerly as the Custom House Inn, frontage to Argyle-street, 22 feet, by a depth of about 34 feet 11 inches.

LOT 77.—One allotment of land at the corner of Elizabeth and Campbell-streets,

having a frontage of about 105 feet 7 inches to Elizabeth-street, and ditto, of about 100 feet to Campbell-street, and about 63 feet to a land of 8 feet wide leading from Campbell-street.

LOT 78.—One allotment of land in Liverpool-street, with cottage erected thereon, and having a frontage of 30 feet 4 inches to that street, by a depth of about 27 feet 10 inches, and 83 feet 9 inches.

LOT 91.—An allotment of land in Harrington-street, containing 4 perches, situated at the junction of Harrington and Cambridge streets.

LOT 93.—One acre and 36 perches, situated at the head of Darling Harbour, with all the several messengers, tenements, dwelling houses, and steam mills, known as the Victoria Steam Mills.

LOT 94.—An allotment of land in the River Boyd, the middle branch of the Clarence, and well known as "The Broadmeadows." It comprehends both sides of the river, as far as the falls of New England, and is only 65 miles from the Clarence settlement, and the head of navigation.

It is most abundantly watered, and its im- provements consist of—

Two excellent slab huts

Garden of upwards of two acres, with pig- pen fence, and planted with young vines, and fruit trees of all descriptions.

Good horse paddock

Iron bark stockyard that will hold 1000 head

very good

The country is fine, and open, with low ridges, and will carry in flocks of 1500 at least

8000 SHEEP,

2000 HEAD OF CATTLE.

Mr. Archibald Boyd's valuable sheep run, known as Newton Boyd, adjoins, and Mr. Mort is authorised to state that the present proprietor only gives up this station on account of its distance from his main stations in New England. Without sheep it will at all times graze 3600 head of cattle. The scenery is magni- ficent, and the river abounds in fish of all kinds.

LOT 95.—This property is well worthy of attention.

Terms at sale. 4429

BY ORDER OF THOMAS HOLT, JUN., ESQ., ATTORNEY FOR THE WEST RIDING UNION BANK, HUDDERSFIELD.

8000 FIRST-RATE SHEEP;

TOGETHER WITH

RIGHT TO AN INVARIABLE STATION AT GIPPS LAND.

MR. MORT

Has received instructions to sell by public auction, at his Rooms, George-street, TE-MORROW, 17TH SEPTEMBER,

AND

WITHOUT THE SLIGHTEST RESERVE,

BUT 8000 FIRST-RATE SHEEP WHICH ARE WARRANTED SOUND, AND NEVER DISEASED.

TOGETHER WITH,

ONE OF THE NEAREST OF THE GIPPS LAND STATIONS

TO PORT ALBERT,

AND THE ONLY ONE TO BE DISPOSED OF IN THE DISTRICT.

THE WOOLPACK INN, THE SPICERS CREEK STATION, NEAR WELLINGTON.

MR. MORT

Will sell by public auction, at his Rooms, George-street, ON SATURDAY, 18TH SEPTEMBER,

AT HALF-PAST ELEVEN.

THE IMPORTED ENTIRE HORSE PHENIX.

IMPORTED BY MR. HILL, AND SOLD TO MR. ROUSE FOR £800, AND NOW DISPOSED OF ONLY FOR A CHANCE OF BLOOD.

MR. MORT

Will sell by public auction, in the yard, at the rear of his Rooms, ON SATURDAY, 18TH SEPTEMBER,

AT half-past twelve precisely.

THE WELL KNOWN AND MUCH ADVISED IMPORTED STALLION PHENIX.

PHEONIX IS A BEAUTIFUL BAY, WITH BLACK LEGS,

AND FULL OF BONE, STANDS 16 HANDS HIGH, WITH SUPERIOR SECTION, AND FREE FROM ALL NATURAL DEFECTS.

PHEONIX IS THE SON OF THE WELL-KNOWN STALLION PHANTOM.

PHANTOM WAS GOT BY YOUNG PHANTOM, DAM BY ADMIRAL, WHOSE SIRE WAS (GENERAL BENET).

ADMIRAL WAS GOT BY MR. JONATHAN SMITH'S HORSE, OF LEVEN CARR, WHICH WAS SUPPOSED TO BE ONE OF THE FIRST COACH HORSES IN THE COUNTRY.

ADMIRAL'S SON WAS GOT BY OLD CLOTHIER.

OLD CLOTHIER'S SON WAS GOT BY MR. STEPHENSON'S HORSE OF CHERRY BURTON, HIS SON, WHOSE STOCK WAS WELL KNOWN.

MR. STEPHENSON'S HORSE OF CHERRY BURTON, AND MR. AGAR'S

dored, as from the want of employment in England there is scarcely a possibility of a man obtaining a livelihood after he has been once in prison." He must say, that after this suggestion had been made, that is occurred to him that it would be as well, and certainly far more just, to send the man free after he had served his six months' imprisonment, or to send him as a criminal, and still under penal restraint. He could see no reason why a sentence of seven years' transportation should necessarily be resorted to, to qualify him to be sent out here to become a shepherd. He considered it a very hard principle that they should be sent out all from their families and connexions, involving the interests of all those men, the disruption of which he believed, was the foundation of that mass of crime which existed among convicts in all penal colonies. It had been stated broadly, that this scheme of penal colonization had been successful—that it had proved beneficial to all parties, and to the growth and prosperity of the colony. But he believed that if the money which had been spent on transportation had been expended on immigration, that it would have proved that an infinitely more successful and advantageous mode of colonization would have been the result. Speaking on this subject, Mr. Heath said—"It would seem therefore a very moderate assertion to say that if the money that has been expended on transportation had been applied to furthering a good system of immigration, the population of the Australian Colonies would now be two or three times as great as it is, and what is of still greater importance, that the rate of increase of very rapid progression, whereas it would now, if left to itself, increase only by a few hundred souls in the year." Every body could see how immensely the condition and prospects of the colony had been improved by the large number of free persons that had immigrated hither. The statistical returns which were on the table showed that the introduction of these families had led to a corresponding and rapid increase of population within the colony, which would never have taken place had transportation been substituted for immigration. There would in the latter case have been indeed but little materials to carry on the growth of the colony. Had immigration been encouraged from the first in preference to transportation, already would the colony have possessed a large population. He found by the census that even now there were no less than 40,000 children in the colony growing up, and this was the result of immigration of free men and women and their families. He also thought that this desire to return to the system of transportation was injurious to the immigrants who had come out since the inquiry made at home, which terminated in the abandonment of the system to New South Wales. All the witnesses examined that evening agreed in the general view of the abolition of transportation. The only points on which they differed were as to the time at which the system should be relinquished, and the number of free immigrants that would be required to make up for the deficiency of convict labour. Immigrants had come out knowing fully that transportation was going to be stopped, and it would be a cruel injustice to them to renew a system, which had prevailed, and would have deterred them from coming hither. It would be most unjust that the labour of these parties should be brought in contact with the unpaid labour of convicts, and equally so that they should be exposed to association with them. It was this reason that he claimed for the poor classes a right to a voice in this question. He intended to speak to the House, and man, or child, had a right to be heard on this question, —ay! they had a right to a double voice, for those were the classes that would come in contact with the convicts and suffer by their presence here. (Hear, hear.) But it was alleged that the lower classes alone were opposed to this system. He denied this altogether. He believed the whole colony, every class, was anxious to it, except a small section, who expected to find the labour of these men for their own purposes beyond the boundaries. This was the feeling that had been growing up—that the hand perceived was nursing this desire for slave labour, with which he confessed he had no sympathy. He believed, if the minimum price of land were reduced there would be no want of the necessary funds for immigration. He fully agreed with the colonists who were suffering almost不堪 to bear, from the pressure on the labour market; but this was no way to remedy the evil. It would deter immigration, and sink the colony in yet greater difficulty. He was ready to admit the conscientious motives of many of the supporters of this Report. He could not conceive that the conscientiousness of both the honorable member for Sydney, who had devoted so much study and consideration to this subject. He believed they both firmly believed it to be an excellent system, but he could not think that the way in which the enquiry was conducted, on which this Report was founded was satisfactory. There had been too much of hurry in it, and he was the more dissatisfied with the refusal to take evidence, as the petitions from the colonists had been refused to be printed. It was the first time in that House that such a course had been adopted, and he must say had caused the greatest dissatisfaction out of doors. There was only one point more to which he wished to allude, and that was to express his satisfaction that with regard to the moral effects of this system, his own views were shared by the honorable and learned member for Devon. He had not known before what his sentiments on the subject were; but he found in a speech addressed to his constituents a few days ago, that he did not favour the Report. He trusted whatever turn the discussion might take, that the House would let the question go on its merits, as he could not conceive any more contemptible mode of meeting a great question of this nature—than that the Council had been invited by the Secretary of State, to consider its opinion, than by the previous question, if they should adopt that course, they would only show to the colony and the world how utterly unfit they were to decide any question where principle and their own selfish interests came in contact. He trusted that the House would fairly meet this question—would render back a distinct answer to the proposition of the Secretary of State, and not give

the public a right to say that the first Legislative Council of New South Wales forgot its duty in the sordid considerations of self-interest. (Hear, hear.)

Mr. BOWMAN seconded the motion.

Mr. BLANDIS begged to make a few remarks on the subject, in which he hoped the honorable member for Cumberland would be fully and fairly gone into, and that the House would arrive at a decision upon it. In the first place, he must say that the delay which had taken place in bringing this question before the House was most prudent and discreet. It had not been delayed; as had been impeded, by the hon. member for Cumberland, by women children. But this was not such a question. It was not a question of mere sentiment. It was a mixed question; a deep and profound question, involving the highest consideration, and deserving the deepest and most philosophic considerations. The mawkish and pungent sentiment, the hypocritical can that had been thrown around it, must be cleared away before any fair decision could be arrived at on this great question, affecting as it did the welfare of millions of fellow creatures and fellow-countrymen. He thought then, that in deferring the consideration of this subject, until time for mature deliberation had been given, displayed great good sense, and marked the honesty of the intentions of those who had framed the Report; but he would ask how had the motion been brought forward by the honorable member for Cumberland. It was brought forward by the Committee, which contained more than two-thirds of the members were in the House. It was at this period that this question affecting the interests of the colony and the empire so materially was brought forward. He contended that such a course—the forcing on this discussion, was most unphilosophical, most unjust, most impudent. They had the power of a large population. He found by the census that even now there were no less than 40,000 children in the colony growing up, and this was the result of immigration of free men and women and their families. 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He trusted that the House would fairly meet this question—would render back a distinct answer to the proposition of the Secretary of State, and not give

up upon the spot—such of Major Middle, and people of similar character. The honorable member had quoted the opinion of Sir George Arthur in support of his views; but although in the report he had not done so, it would appear that Sir George Arthur admitted that there was some evil attached to the system, yet it was well known that generally he was favourable to it; and if the honorable member had quoted the opinion of Sir John Franklin upon it, he would have found that he too was a strong supporter of it. With regard to the opinion of Sir Francis Forbes, he must say, and he did with regret, that at the time he had treated the Council to a dash of colonial statistics, communicating with them, and he seemed largely to pin his faith on the evidence these afforded; but he could only say, that if it was from documents of this nature that he derived his information alone, he was not surprised at the utter ignorance he displayed of the subject. It had fallen to his lot to have had considerable experience in colonial statistics, and greater masses of absurdities and incongruities than they generally displayed could not exist. He would give an example of this. He had a book published in the colony entitled its "Present State and Future Prospects," that it was stated on the authority of these colonial statistics, that the reason of Sir Richard Bourke there had been a great increase of crime, the writer forgetting of course that before the time of Sir Richard Bourke there were no records of crime kept; and that therefore when crime was most numerous, it was a period of record, and was most scarce. (Hear, hear.) He remembered a curious statement too made in Lingard; he believed that at a certain period no murders occurred in Tipperary. The reason for this statement was, that there were no convictions of murder, and therefore they did not figure in the statistics of crime; although it was notorious that murders were of almost daily occurrence in that county. He contended, therefore, that it was perfectly safe to rely on statistical, though some persons were fond of doing so—and having acquired a smattering of statistical facts, were wont to consider themselves profound staticians. The honorable member averred that there were difficulties and objections to the scheme proposed in the Report; but he would like to know to what they referred. He had the effect that transportation was in principle akin to slavery. But there was a fallacy in this which required to be exposed. It was not that the system was perfect, but it was that the statistics, though some persons were fond of doing so, and having acquired a smattering of statistical facts, were wont to consider themselves profound staticians. The next class was the philosophic convicts, and this also was a pretty numerous one—men who had been sacrificed at the shrine of prejudice and ignorance. The next class was the political convicts, and these might be found many of them in their own time. There had been mentioned the names of Sydenham and Russell, a few other insignificant individuals of the same class, and he found among these some of the saints of their church. The next class was the philosophic convicts, and this also was a pretty numerous one—men who had been sacrificed at the shrine of prejudice and ignorance. The next class was the political convicts, and these might be found many of them in their own time. There had been mentioned the names of Sydenham and Russell, a few other insignificant individuals of the same class, and he found among these some of the saints of their church. 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